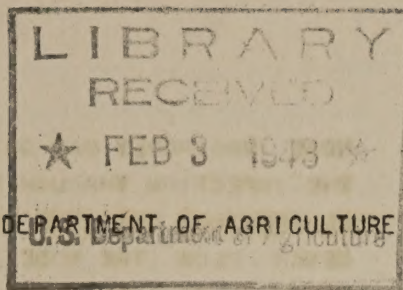
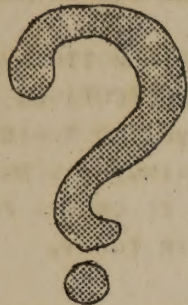


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Reserve

ASK YOURSELF



UNITED STATES DEPARTMENT OF AGRICULTURE

FARM SECURITY ADMINISTRATION

SAFETY DIGEST



BEING CAREFUL -
WON'T SAVE MY NECK
BUT IT WILL YOURS

WHAT ABOUT TOMORROW
IF I MEET WITH AN
ACCIDENT TODAY

PERSONNEL DIVISION

CINCINNATI OHIO

NUMBER 12

NOVEMBER 1942

STUDY PERIOD

AT THIS TIME OF THE YEAR, NOW THAT SUMMER AND VACATIONS ARE ENDED, THE SEASON OF EDUCATION BEGINS. IT IS NOT CONFINED TO THE YOUNGSTERS ENTIRELY, ALTHOUGH THEY FURNISH THE OUTWARD MANIFESTATIONS OF THE BACK TO SCHOOL MOVEMENT AS ONE BRINGS HIS CAR TO A HALT (WE HOPE) TO ALLOW THEIR PASSING TO AND FROM THE TEMPLES OF LEARNING.

THE ADULT, ALTHOUGH HE IS FINISHED WITH CLASSROOM SCHEDULES, FINDS MORE TIME FOR READING AND STUDY WITH THE ARRIVAL OF AUTUMN AND ITS LONGER HOURS OF DARKNESS AND FIRESIDE COMFORT. IT BECOMES INCREASINGLY MORE PLEASANT AS A PERSON GROWS OLDER TO GRAB A BOOK AND SETTLE DOWN IN HIS FAVORITE CHAIR FOR AN EVENING WITH THE AUTHORS. TO SOME, IT IS AS MUCH AN AVOCATION AS THE BUILDING OF MODELS, THE COLLECTION OF STAMPS, OR EXPERIMENTING

WITH DARK-ROOM MAGIC AND PHOTOGRAPHY.

AMONG THE GREAT MASS OF AMERICANS WHO NEVER MAKE THE FRONT PAGE OR ACHIEVE GREAT WEALTH AND FAME ARE INDIVIDUALS WHO ARE EXPERTS AND AUTHORITIES ON SOME PARTICULAR SUBJECT ABOUT WHICH THEY HAVE READ AVIDLY OVER A PERIOD OF YEARS. THERE ARE THOSE, FOR INSTANCE, WHO HAVE NEVER TRAVELED BEYOND THE LIMITS OF THEIR HOME STATE, WHO COULD TELL YOU PRACTICALLY EVERYTHING WORTH KNOWING ABOUT THE REMOTEST ISLE ON THE MAP. OTHERS WHO HAVE NEVER SEEN AN OCEAN DOCK COULD ENTERTAIN YOU BY THE HOUR WITH SEA LORE AND HISTORY OF SHIPS AND SAILORS WHICH THEY HAVE ACQUIRED AT AN INLAND LIBRARY. THE BENEFITS DERIVED FROM SUCH A SPECIALIZED TYPE OF READING PROGRAM ARE INCALCULABLE.

IF YOU DO NOT HAVE SUCH AN AVOCATION, YOU ARE MISSING SOMETHING IN LIFE WHICH IS ENTERTAINING, EDUCATIONAL, AND COSTS NO MORE THAN THE TIME SPENT IN ACQUIRING IT. WHAT SUBJECT? WHY NOT SAFETY? IF THERE IS ANY ONE SUBJECT FROM WHICH ONE MAY DERIVE MORE DIRECT BENEFITS, WE CANNOT THINK OF IT. IN VIEW OF THE APPALLING NATIONAL RECORD OF DEATH AND INJURY DUE TO ACCIDENTS, EVEN A LIMITED EDUCATION IN SAFETY IS A VALUABLE ASSET.

AND AN EXPERT IN ACCIDENT PREVENTION--IN THE HOME, IN THE OFFICE, IN THE SHOP, IN TRAFFIC--NOT ONLY HAS A POWER WHICH IS ASSURANCE THAT HE WILL LIVE HIS ALLOTTED SPAN OF YEARS, BUT IS A SOURCE OF PROTECTION TO THOSE WITH WHOM HE SPENDS THOSE YEARS.

ONE MORE THING--IF YOU DON'T BELIEVE YOU'LL FIND MANY BOOKS

* * * * *
* IF YOU AREN'T CAREFUL TODAY *
* TOMORROW MAY NEVER COME *
* * * * *

ON THE SUBJECT OF SAFETY IN THE LIBRARIES, GO TAKE A LOOK—AND START YOUR EDUCATION NOW.
(YE SAFETIE CRIER)

THE COLD RUSH IS ON

THE SEASON FOR CATCHING COLDS IS UPON US. IF YOU WANT TO AVOID HAVING A COLD CATCH YOU, NOW IS A GOOD TIME TO LEARN SOMETHING ABOUT THE INSIDIOUS COLD GERM AND HOW YOU CAN IMMUNIZE (WELL, NEARLY) YOURSELF AGAINST HIM.

COLDS ARE MORE COMMON THAN ANY OTHER DISEASE. FROM MOST OF THEM RECOVERY IS GOOD, BUT A COLD THAT IS NOT PROPERLY CARED FOR MAY CAUSE SERIOUS RESPIRATORY TROUBLE. ASK US—WE KNOW.

IT IS GENERALLY CONCEDED BY EMINENT MEDICAL AUTHORITIES, ETC., THAT COLDS ARE CAUSED BY A GERM OR A VARIETY OF GERMS ALTHOUGH THE EXACT CAUSE IS NOT ABSOLUTELY DETERMINED. THESE GERMS MAY BE PRESENT IN THE NOSE AND THROAT AT ANY TIME, AND THE BODY HAVE SUFFICIENT RESISTANCE TO PREVENT THEIR GETTING A FOOTHOLD. THEN SOME CAUSE, SUCH AS NOT ENOUGH REST, CHILLING OF THE BODY, WET FEET, EXPOSURE TO DRAFTS, OR GETTING OVER-HEATED IN A POORLY VENTILATED ROOM, MAY LOWER ONE'S VITALITY TO SUCH A POINT THAT THE GERMS BEGIN TO GROW.

SINUS TROUBLE IS MOST PREVALENT FOLLOWING THE COMMON COLDS OF FALL AND WINTER, THEREFORE, PREVENTING COLDS IS HIGHLY IMPORTANT. ONCE A PERSON HAS A COLD, HE SHOULD GUARD AGAINST FORCING THE INFECTION INTO THE SINUSES. BLOWING THE

NOSE IMPROPERLY MAY DRIVE BACK THE INFECTION THROUGH THE NASAL OPENINGS INTO THE SINUSES. NEVER BLOW THE NOSE HARD — NEVER CLOSE BOTH NOSTRILS WHEN BLOWING, FOR THAT CREATES TOO MUCH PRESSURE. BLOW WITH ONE NOSTRIL OPEN. NEVER PINCH BOTH OF THEM TIGHTLY TOGETHER.

REPEATED ATTACKS OF HEAD COLDS AND SINUS DISEASE ARE COMMON IN PERSONS WITH NASAL GROWTHS AND OTHER OBSTRUCTIONS. BY REMOVAL OF THESE, YOUR DOCTOR CAN OFTEN PREVENT FURTHER SINUS DISEASE AND RESTORE CLEAR BREATHING AND PROPER DRAINAGE.

BUT TO GET BACK TO THE COMMON COLD AND ITS PREVENTION: IF YOU WOULD GIVE COLDS THE GO-BY THIS SEASON, HERE ARE A FEW SIMPLE RULES WHICH SHOULD BE FOLLOWED:

1. AVOID UNDUE EXPOSURE WHICH TENDS TO LOWER BODY RESISTANCE.
2. DRINK PLENTY OF WATER.
3. DON'T OVER-EAT.
4. GET AT LEAST EIGHT HOURS' SLEEP EVERY NIGHT.
5. KEEP BOWELS REGULAR.
6. DO NOT COUGH OR SNEEZE SO THAT THE SPRAY WILL FALL ON ANYONE.

REST IN BED IS THE MOST SATISFACTORY COLD TREATMENT. IF NO IMPROVEMENT IS NOTED, OR FEVER OR COUGH PERSISTS, CONSULT A DOCTOR.

(WEBFOOT COURIER)

THE UNEXPECTED

ON THE INSTRUMENT BOARD OF A GAS COMPANY TRUCK THE OTHER DAY THE VERY SENSIBLE DRIVING ADMONITION, "ALWAYS BE READY

FOR THE UNEXPECTED," WAS NOTED.

THERE IS A MOTTO WHICH IF PUT INTO CONSCIENTIOUS APPLICATION BY EVERY MOTORIST, WOULD RESULT IN BRINGING DOWN THE ACCIDENT RATE TO ONLY A FRACTION OF WHAT IT IS TODAY.

THE MOTORIST WITH FAULTY BRAKES ON HIS CAR IS NOT PREPARED FOR THE UNEXPECTED.

THE MOTORIST DRIVING WITH ONE HAND IS NOT PREPARED FOR THE UNEXPECTED.

THE MOTORIST WHO IS SPEEDING IN THE CITY IS NOT PREPARED FOR THE UNEXPECTED.

THE MOTORIST WHO IS DRIVING WHILE INTOXICATED IS NOT PREPARED FOR THE UNEXPECTED.

EVEN WITH PERFECT BRAKES, A CAR IS NOT SAFE. MOST MOTORISTS BELIEVE THAT BECAUSE THEY HAVE BRAKES WHICH "WILL STOP HER ON A DIME," THEY CAN AVOID AN ACCIDENT. THEY DO NOT REALIZE THAT AT A SPEED OF 30 MILES AN HOUR A CAR IS COVERING 44 FEET A SECOND.

EXTENSIVE TESTS HAVE SHOWN THAT IT TAKES THE AVERAGE DRIVER THREE-FOURTHS OF A SECOND TO REACT TO AN EMERGENCY. THIS MEANS THE CAR HAS TRAVELED 33 FEET BEFORE THERE IS EVEN A START TO APPLY THE BRAKES, AND ANOTHER 40 FEET IS CONSUMED IN STOPPING, MAKING A TOTAL OF 73 FEET.

ANYTHING CAN HAPPEN, AND OFTEN DOES, IN THAT DISTANCE.

CAREFUL, ALERT DRIVING IS ONE WAY OF BEING READY FOR THE

* * * * *
* FOUR WHEEL BRAKES ARE USELESS *
* WITHOUT FORESIGHTED DRIVERS *
* * * * *

UNEXPECTED.

(THE SAFE DRIVER)

WHAT ABOUT YOU?

A GOOD LEADER MAINTAINS SAFETY BY PRACTICING SAFETY HIMSELF AT ALL TIMES. HE TEACHES SAFETY AND SUPERVISES EACH OPERATION PERSONALLY BY PITCHING IN AND EXPLAINING WHILE HE WORKS. HE INSISTS ON GOOD HOUSEKEEPING AND SAFE PRACTICES AND TAKES A PERSONAL INTEREST IN HIS MEN.

HE DOES NOT WINK AT VIOLATIONS OF SAFETY RULES, BUT NEITHER DOES HE THREATEN OR EMBARRASS MEN INTO SUBMISSION. HE GETS DOWN TO THE ROOT OF EACH ACCIDENT AND IF A CORRECTION IS NECESSARY HE DOES IT NOW, NOT LATER.

HE IS A GOOD LISTENER WHEN A MAN RAISES AN OBJECTION OR MAKES A SUGGESTION. IF HE DOESN'T AGREE, HE DISSUADES THE MAN BY SOUND REASONING RATHER THAN DISDAINFUL POOH-BAHING.

TAKE STOCK OF YOURSELF! ARE YOU A GOOD SUPERVISOR?

(NEW YORK SKYLINE)

RANDOM SHOTS

UNTIL RECENT YEARS WHEN THE BRAINS OF THE CONSTRUCTION INDUSTRY BECAME BRANDED WITH THE TRUE CONCEPT OF WHAT AN ACCIDENT REALLY IS, OF THE HEAVY, BLOODY TOLL IN LIFE AND LIMB AND MISERY, IT WAS FAIRLY EASY TO ACCEPT THE POPULAR EXPLANATION OF "IT JUST HAPPENED", OR "IT WAS ONE OF THOSE THINGS."

"ONE OF WHAT THINGS?"— WHY ALL THE AIR OF MYSTERY ABOUT

IT? WHY THE DEAD-END SHROUD THAT TELLS NOTHING AND SHOWS LESS? THE ANSWER IS SIMPLE: NO REAL THOUGHT HAD BEEN GIVEN TO THE TRUTH THAT BEING AN ACCIDENT, IT WAS ALSO A MISTAKE. ALSO, THAT EVERY MISTAKE HAS A CAUSE TO BRING IT TO THE FRONT. THE CAUSE ANGLE ESCAPED TRIAL AND CONVICTION WITH THE REMOVAL OF THE BROKEN SCAFFOLD, OR THE JUNKING OF THE MAKESHIFT LADDER, AND WAS FINALLY BURIED WITH THESE BROKEN BITS OF EVIDENCE, EVEN AS THE BROKEN LIVES AND HOPES OF THOSE WHO HELPED COMPLETE THE EXPERIMENT IN DISASTER.

FOR EVERY ACCIDENT THERE IS A MISTAKE. FOR EVERY MISTAKE THERE IS A CAUSE. THEREFORE ACCIDENTS ARE CAUSED. IF A MOTOR IS MISSING THE MECHANIC DOESN'T SCRATCH HIS HEAD, GO INTO A TRANCE AND RACK UP THE JOB WITH THE OBSERVATION, "WELL IT'S JUST ONE OF THOSE THINGS." HE GETS HIS TOOLS OUT AND GOES TO WORK. IF THE GAS LINE IS BROKEN, HE LOOKS FOR A LEAK. IF A SPARK PLUG IS MISSING FIRE HE LOOKS FOR CARBON. ALWAYS, HE FINDS THE CAUSE AT THE BOTTOM OF THE TROUBLE. HE KNOWS THAT SOMETHING HAS CAUSED THAT MOTOR TO FUNCTION IMPROPERLY, JUST AS A GOOD SUPERVISOR KNOWS THERE IS A DEFINITE CAUSE LINKED WITH EVERY ACCIDENT.

HE KNOWS THAT SOMEWHERE DOWN THE LINE A MISTAKE WAS MADE. HE SEES IT HIT THE PAGE IN BLACK FIGURES AND HEARS IT CALLED BY ITS NAME — ACCIDENT — BUT HE KNOWS THAT ITS STILL A MISTAKE WITH A SIMPLE, ORDINARY CAUSE.

TODAY WE KNOW MORE THAN WE

DID YESTERDAY. TOMORROW WE'LL KNOW MORE THAN WE DO TODAY. SAFETY DOES NOT STAND STILL; NEITHER DOES IT HAVE ANY SET SCHEDULES OR SURE-FIRE FORMULAS. THE GAME IS TOO SHORT, THE ODDS TOO HIGH, AND THE COST IS TOO GREAT. IT'S FORWARD MARCH, EVERY DAY, WITH NEW SITUATIONS, NEW PROBLEMS, NEW SOLUTIONS.

WHETHER IT HAPPENED ON THE STREETS OF NEW YORK OR ON A CONSTRUCTION PROJECT, IT'S A MISTAKE, AND NINE TIMES OUT OF TEN THE CAUSE IS A THROWBACK TO MAN-FAILURE. THE EQUIPMENT DOESN'T FAIL AS OFTEN AS THE HUMAN ELEMENT DOES. THE OLD-LINE THEORY OF "IT JUST HAPPENED" WILL STAND UP IN PRESENT DAY CONSTRUCTION CIRCLES ABOUT AS LONG AS BARBED WIRE WILL STAND UP BEFORE THE CRUSHING POWER OF AN ARMORED TANK.

(HERCULES SAFETY BULLETIN)

A THOUGHT FOR DRIVERS

"DON'T COUNT ON THE OTHER FELLOW; HE MAY BE COUNTING ON YOU." A PERSON WHO DRIVES A CAR HAS A TREMENDOUS RESPONSIBILITY. HE IS NOT ONLY RESPONSIBLE FOR HIS OWN LIFE AND SAFETY BUT ALSO FOR THE LIVES AND SAFETY OF ALL WHOM HE MEETS ON THE STREETS AND HIGHWAYS. THE FACT THAT YOU LEGALLY HAD THE RIGHT OF WAY WILL IN NO WAY RELEASE YOU FROM YOUR RESPONSIBILITY FOR AN ACCIDENT.

(U.S.E.D. SAFETY BULLETIN)

IT MIGHT HAVE HAPPENED

THE ACCIDENTS THAT MIGHT HAVE HAPPENED AND ALMOST HAPPENED SHOULD BE ALARMING TO EV-

* YOUR JOB IS ONLY AS SAFE *
* AS YOU MAKE IT *

ERY MAN IN THE PLANT.

JUST AS THE FIRST SNEEZE IS THE WARNING OF A COLD, AND AS THE FIRST TINY WHITE SPOT ON A TOOTH IS THE WARNING OF DECAY, SO SHOULD NEAR-ACCIDENTS BE INTERPRETED AS THE WARNING OF REAL ACCIDENTS TO COME LATER.

THE FIRST HAYMAKER JOE LOUIS THROWS AT AN OPPONENT MAY MISS ITS MARK, BUT ONLY A NITWIT FAILS TO APPRECIATE THAT THE ONLY REASON THERE WASN'T A KNOCKOUT WAS THAT THE GUY DUCKED IN TIME. BUT THE DYNAMITE WAS IN THE PUNCH, NEVERTHELESS.

IT'S THE SAME WITH NEAR-ACCIDENTS — THEY PACK EVERY BIT AS MUCH WALLOP WHEN NOBODY IS INJURED AS WHEN SOMEBODY GETS LAID OUT.

THE SINISTER THING ABOUT NEAR-ACCIDENTS IS THAT WHEN A FELLOW TAKES A CHANCE AND GETS AWAY WITH IT — ALMOST BUT NOT QUITE GETS WHAT HE ASKED FOR, IT TEMPTS HIM TO TAKE THE SAME CHANCE AGAIN THE NEXT DAY, AND THE NEXT.

CARELESS HABITS BREED EVEN MORE CARELESS HABITS AND SOONER OR LATER THE NEAR-ACCIDENT BECOMES A VERY REAL ACCIDENT.

EVERY NEAR-ACCIDENT THAT EVER DEVELOPED IS A COMPLETE BLUEPRINT FOR THE DEADLY ACCIDENT THAT MIGHT HAVE HAPPENED, EXCEPT THAT THE VICTIM ESCAPED.

WE CAN LEARN A LOT OF SAFETY FROM THESE NEAR-ACCIDENTS AND THE INSTRUCTION IS PAINLESS. ANALYZE EVERY NEAR-ACCIDENT. WHAT LED TO THE NARROW ESCAPE? WAS IT A CARELESS

HABIT ON THE PART OF THE WORKER? WAS IT AN UNGUARDED PIECE OF MACHINERY? WAS IT A SLIPUP ON THE PART OF THE PLANT ELECTRICIAN OR THE MAINTENANCE MAN?

PRETEND THAT THE ACCIDENT ACTUALLY HAD HAPPENED AND THEN STUDY IT CAREFULLY, JUST AS YOU WOULD IF ONE OF YOUR BUDDIES REALLY HAD BEEN TAKEN OFF TO A HOSPITAL AS AN AFTERMATH.

WHEN YOU'VE SOLVED THE PROBLEM OF WHAT CAUSED THE NEAR-ACCIDENT, PASS THAT SOLUTION ALONG TO WHOMEVER IT MAY CONCERN — THE FOREMAN, THE SAFETY SUPERVISOR, THE FELLOW WHO WORKS NEXT TO YOU, OR EVEN TO YOURSELF, IF YOU ARE THE GUILTY GUY.

(FROM THE SAFE WORKER)

HORSE-SENSE ABOUT HORSEPOWER

IN TERMS OF MECHANICAL ENERGY, A MAN WORKING STRENUOUSLY CAN PRODUCE ONE-TENTH OF A HORSEPOWER PER HOUR THROUGHOUT AN EIGHT HOUR WORK DAY. CALCULATED ON THE BASIS OF TWO CENTS PER KILOWATT HOUR, WHICH WE PAY FOR ELECTRICAL POWER, A MAN'S ENERGY PRODUCTION DURING AN EIGHT HOUR DAY IS WORTH JUST ONE-HALF CENT.

MAN POWER, IT WOULD SEEM, IS NOT WORTH MUCH SOLELY AS A SOURCE OF ENERGY, SINCE MECHANICAL OR ELECTROMOTIVE POWER CAN PERFORM THE DRUDGERY OF REPETITIVE TASKS WITH GREATER EFFICIENCY. ONLY WHEN MAN EMPLOYS SKILL, JUDGMENT AND INTELLIGENCE IN THE MANIPULATION OF HAND TOOLS AND ENERGY PRODUCING MACHINERY IS HE MAKING A VALUABLE CONTRIBUTION TO PRODUCTION. BY GUIDING AND DIR-

ECTING THE APPLICATION OF POWER, MAN BECOMES A CREATIVE WORKMAN, CAPABLE OF TRANSFORMING HIS ENVIRONMENT.

MAN IS NO MATCH FOR THE CRUSHING POWER OF GIANT GEARS AND MACHINES. BUT BY INTELLIGENCE, AND A CONSTANT AWARENESS OF DANGER, HE CAN MAKE THAT MACHINE PERFORM HIS BIDDING. THAT IS YOUR JOB — TO GUIDE AND DIRECT TOOLS — WHETHER THEY BE TYPEWRITERS, AXES, CHISELS, OR BULLDOZERS — TO PERFORM THE TASK SAFELY AND WELL, SO THAT PRODUCTION CAN CONTINUE UNINTERRUPTEDLY FOR THE NATION'S WELFARE.

(PITTSBURGH CHECK POSTS)

A THING TO REMEMBER

WHAT SUBSTITUTE WOULD YOU HAVE FOR YOUR SALARY OR WAGES?

WHO WOULD PAY THE DOCTOR BILLS, NURSES' AND HOSPITAL BILLS IN CASE YOU HAD AN ACCIDENT?

IT'S A THING TO REMEMBER — AN ACCIDENT MAY DEPRIVE YOU OF YOUR EARNING POWER.

(THE SAFE DRIVER)

IN THE DICTIONARY

THE WORD "SUCCESS" COMES AFTER THE WORD "HUSTLE", "RICHES" COMES AFTER "LABOR", "EFFORT" COMES BEFORE "SATISFACTION", "PRECAUTION" COMES BEFORE "SAFETY", "HEALTH" FOLLOWS "EXERCISE", AND "THOUGHTLESSNESS" IS JUST A FEW JUMPS AHEAD OF "TRAGEDY", WHILE "ILLNESS", "POVERTY", AND "UNHAPPINESS" FOLLOW "ACCIDENTS".

(NEW ORLEANS SAFETY REVIEW)

DON'T TRUST TO LUCK — A RABBIT'S FOOT IS
A POOR SUBSTITUTE FOR HORSE SENSE !
